



U.S. Department  
of Transportation  
**National Highway  
Traffic Safety  
Administration**

## ODI RESUME

Investigation: RQ 02-012  
Prompted By: IE02-085  
Date Opened: 09/10/2002 Date Closed: 03/07/2003  
Principal Investigator: PETER KIVETT  
Subject: FRONT CONTROL ARM BALL JOINTS

Manufacturer: GENERAL MOTORS CORP.  
Products: MY 1998-2000 GM BLAZER/JIMMY/BRAVADA WITH 4WD (T-SERIES)  
Population: 795023

Problem Description: CONSUMERS ALLEGE THAT A FRONT CONTROL ARM BALL JOINT FAILS, RESULTING IN SUSPENSION COLLAPSE ON THE FAILED SIDE.

### FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	11	28	39
Crashes/Fires:	7	0	7
Injury Incidents:	0	0	0
# Injuries:	3	0	3
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	0	0

\*Description of Other:

Action: THIS RECALL QUERY IS CLOSED.

Engineer:

Div Chf:

Ofc Dir:

Date:

3/07/03

Date:

3/7/03

Date:

3-7-03

Summary: SEE ATTACHED PAGE.

FILE  
3/10/03

**SUMMARY REPORT**

This recall query was opened to investigate allegations of front control arm ball joint failures. ODI's analysis has determined that the complaint rate is 4.7 failures per hundred thousand vehicles sold and the warranty claim rate is less than 0.1 percent. In addition, analysis of failure data does not show evidence of a developing defect trend.

Based on ODI's analysis of the failure mode, the low complaint and warranty rates, and the absence of a defect trend, a safety-related defect has not been identified at this time. Accordingly, this investigation is closed. The closing of this investigation does not constitute a finding by NHTSA that no safety-related defect exists. The agency will take further action if warranted by the circumstances.

In addition, ODI gathered updated data from GM concerning MY 1996-97 GM T-series SUV's investigated in EA99-022 that were subject to either a safety recall (01V-200) or a Special Policy Campaign under which GM provided an extended warranty (GM No. 01049). The data supported ODI's assessment in EA99-022 that the failure risk is significantly greater in the recalled population and that no further action by NHTSA with respect to the vehicles covered by the Special Policy is required at this time.

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